



The Fuel Line



A Quarterly Newsletter Dedicated to the Members of the NCRS Florida Chapter

Chapter Highlights
Chairman's Message
Upcoming Events

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<http://www.ncrs.org/>
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<http://www.ncrsfl.org/>

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MARK YOUR CALENDAR...

Sun-n-Fun

NCRS FLORIDA REGIONAL MEET

Lakeland, Florida

January 21-24, 2015



Exciting New Venue for 2015

By now most of you probably know that we have changed the location of our Winter Regional Event from Old Town, Kissimmee, Florida to a site in Lakeland, Florida. The move from Old Town was due to the loss of acreage adjoining Old Town Property that for many years was leased and Old Town lost their lease on this property. Without that property our event could not be housed in the remaining space at Old Town. Unfortunately, the choice was to scramble to find a new location within a reasonable distance of Old Town or shut the event down and we chose to continue the event. Finding a location in the tourist district that is both affordable and has lots of green space is impossible and we had to reach out a little farther to ensure a long term solution and the survival of the event.

The new site is going to be in Lakeland, Florida at the Linder Regional Airport site of the SUN N FUN Fly in. This site successfully houses that event every year and brings in over 200,000 people each year to this facility. This new venue brings with it plenty of vending space, parking space, all Corvette parking space, inside judging space for NCRS judged cars, fly in opportunities for small aircraft, on site RV space, adjoining secure trailer parking, plenty of meeting space and will be substantially easier to secure. The new show site amenities far outweigh any location shortcomings.

Changing an event of this size is a huge undertaking for anyone, but to have to do it within 6 months of the event is substantially more challenging. When you have an event this large that has operated very successfully for 36 years, you have many considerations regarding the future of the event and the biggest question is will the site chosen being able to accommodate the event for many years to come. This site chosen meets that requirement extremely well. We want to apologize for any inconvenience this may cause anyone on the hotel side and it will take time for people to adjust to the location and lodging situation. Hopefully by next year a new hotel will be built on site and will improve as we adjust to our new home. Click on the word [HOTEL](#) for a listing near the site.

Chairman's Message

Ed Augustine

So much to do so little time.....pretty much sums up the activity level over the past 3 months with the event changing locations and trying to prepare everything. Location issues, hotel inventory, site considerations for the event, getting out the communications and then add people to the equation only makes for a very busy time. I know a lot of questions have surfaced about the venue change and the simple and only answer is that Old Town lost the use of the swap meet field forever and we no longer could fit in that location and we either had to move or shut the event down and we chose to move.

I also need to mention the event in Punta Gorda that I sent out notices to everyone and I would ask that if you have not had the opportunity to respond to Marco Hartner at Midyearfactory@hotmail.com that you please do so as we need to be able to plan for the correct number of folks. Hope to see you there and it should be a good time.

We also have Howey in the Hills meet coming up on Nov. 22 (Saturday before Thanksgiving) where we will have Chapter Flight Judging for up to 12 cars as long as we have the judging staff to handle the task at hand. Registration for the Howey event is on the National Web site and we are going to handle the car registration on that site for the event. Unfortunately, we have come to this out of necessity as it turns out that everyone likes the old fashion way of doing things until they need the results instantly recorded to satisfy a future requirement for car awards or judging points and the only way to get that done is to use an online up to date system that can accommodate the desired results.

The January show is coming along nicely. It has been a huge undertaking to change everything to a new location

and to make sure that we can accommodate everything that is needed and add additional value to the experience. For the first time in quite a while we will have indoor judging and we can lock the cars in a secure building and we will no longer require Scotland Yard or FBI to provide security. The event layout is extremely user friendly with all the vending, show cars, plenty of parking for everyone and I think everyone will be very pleased with the new location. I would like to thank the committee members for all their help in this transition and we could not have done it without them.

If I could just mention a little about membership and I want to apologize if we have not been able to be as responsive to inquiries as I would like. First of all, we have not had a membership chairman for 3 years and have been actively trying to find someone to volunteer to administer the task so we can be more responsive. The second problem is that we have people joining the chapter on the NCRS National system and a mail in system. I have had to also administer the membership list manually combining both the National list and the manual mail in or event membership signups for membership. Joel Stieglitz and I have been trying to mail merge this data and have been unsuccessful so far. If you are one of those folks that requires verification of your membership then I would encourage you to use the National system as it will provide a notification to everyone about your membership and this can be easily done when you register for an event or pay your dues to National. This will allow you to put your own email address in the system for sending the newsletter information to you. At the present time we have to send the newsletter using National list and the manual list to get everybody covered and there is a lot of duplication. So if you get it twice that is the reason.

Lastly, there will be plenty of volunteer opportunities in the near future and it's never too late to get involved.

"Dream, Drive, Live."



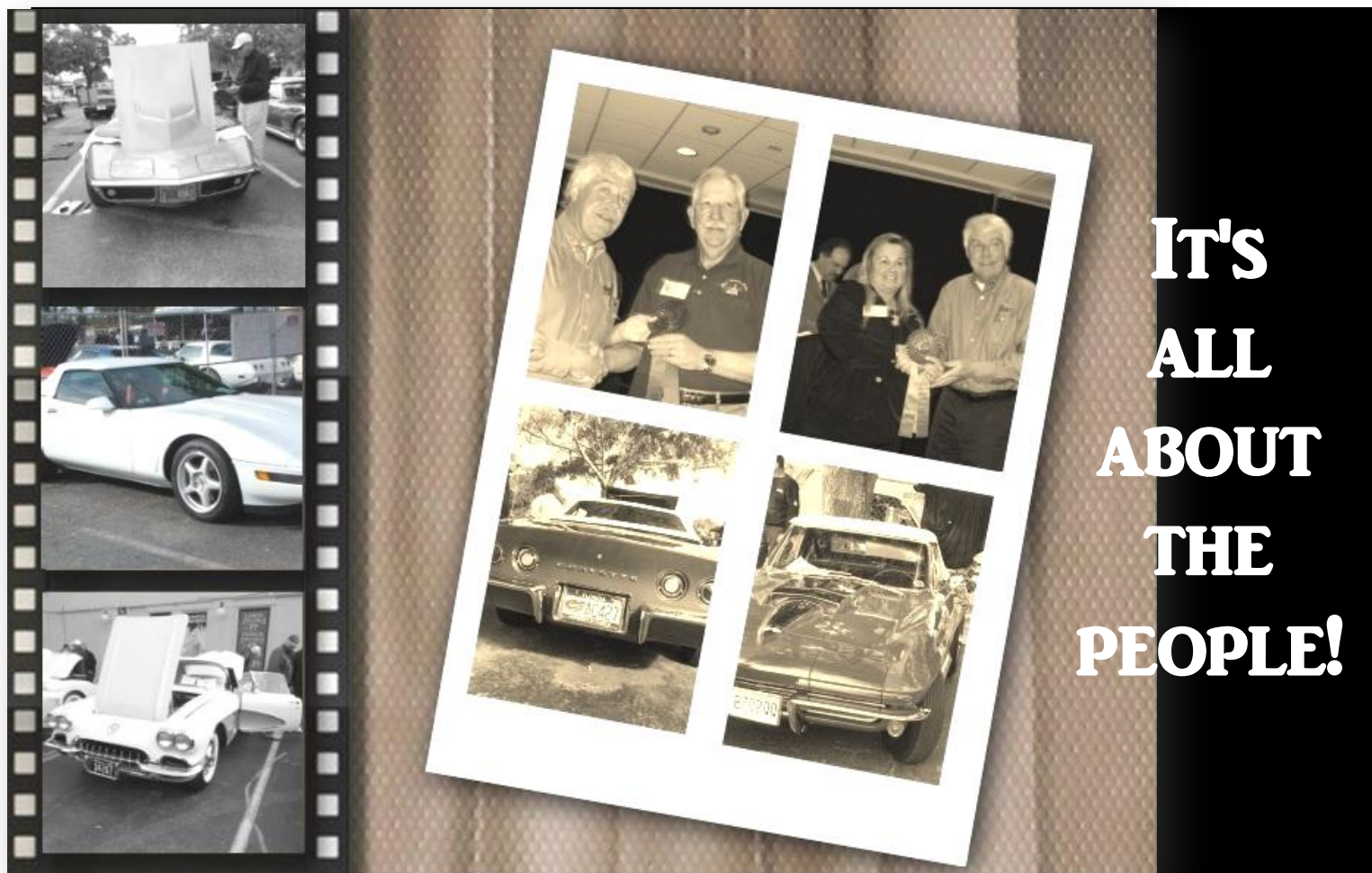
Florida Chapter

NCRS

**MEMBERSHIP
APPLICATION**



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NCRS FLORIDA CHAPTER TECH SESSION



Please join us for a Fall NCRS Chapter Tech Session at the Muscle Car City Museum in Punta Gorda FLA. There will be cars available on hoists for us to look at. One is a previously judged '67 and an unrestored '63. Both cars should represent the spectrum of cars to be expected on the judging field.

We will have the opportunity to compare the differences between factory Installations/Finishes versus restored components. This is a great opportunity to enhance your judging skills as well as product knowledge. Participants input may guide the selection of topics.

There is a Diner where everyone can have lunch on their own, and enjoy the Museum for the rest of the afternoon. Over 200 GM cars spanning from the 1920's to the 1970's, 50 plus Corvettes!

Date: Saturday October 4th 2014
Time: 10:00 am 'til 12:00 noon
Location: Muscle Car City Museum www.musclecarcity.net
3811 Tamiami Trail, Punta Gorda, FLA
Cost: \$11.00 Museum Entry Fee Group Rate

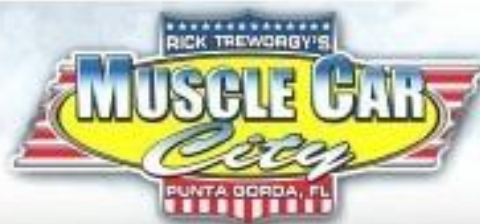
Driving Directions: Interstate 75 to exit 161. Go west to US 41. Turn north onto US 41, the Museum is 2 blocks on the left.

You can register through email at: www.midyearfactory@hotmail.com (Marco Hartner)
Please include your NCRS membership number. No prepay necessary. You can cover the entry fee when you arrive.

WATCH VIDEO PRESENTATION

CLICK HERE

WORTH THE DRIVE



941-575-5959



2014 NCRS National Convention





Don't miss it!

26th Annual Florida Chapter Meet Howey in the Hills Florida November 22, 2014

Print Form

Please join us for our annual Fall Chapter judging meet at the beautiful 4 star rated Mission Inn Resort in Howey in the Hills, Florida. This annual event has been an excellent opportunity for people to bring their cars to be judged for the first time and an excellent opportunity to expand your judging skills. Judging is only open to current membership of National organization with preference being given to chapter members. The field will be limited to the first 12 pre-registered vehicles by October 1st to give us ample time to assemble the necessary quality judging teams. Depending on judging capabilities of registered judges we will judge all classes. Priority will be given to FI Chapter Members. The Mission Inn has a block of rooms reserved for the participants and you may reserve yours by calling

1-800-874-9053, the room rate for the event is \$145.00 + tax and the block will be released by October 15th.

Schedule of Events

Friday November 22nd

Arrive Friday afternoon

Dinner at Mission Inn on your own

Saturday November 23rd

Registration opens 8:00 AM

Judges Meeting 8:30 AM

Flight Judging 9:00 AM to finish

Awards 4:00 PM

Dinner @ Knickers 6:00 PM (Prime Rib & Seafood Buffet)

Meet Registration Fee \$25.00

FI Chapter Membership \$10.00

National Dues (New Member only) \$45.00

Flight Judging \$25.00

Sportsman Display \$10.00

Judge's Registration \$ 0.00

Please register as early as possible for this event

Mission Inn web site is www.missioninnresort.com.

All judged cars are to be registered on the NCRS National System **ONLY**. If someone cannot register on the computer system, please contact us to try to assist you.

Registration for judges is free and we will need the judges to confirm their attendance to Joel Stieglitz or Ed Augustine by e-mail, so we may properly assess the judging talent available and team selection.

For online registration, just click the button →



Send registration questions to Ed Augustine - 10462 Lake Minneola Shores, Clermont, Florida - 34711

Tel: (352) 394-6547- email: ncrsfl1@outlook.com, or joelbbvette@hotmail.com

Please provide current insurance information with this registration.

Hold harmless: I agree to provide insurance on my vehicles and property against loss, damage, liability and will provide proof of insurance to NCRS. I agree to assume all risk of any damage or injury and to indemnify and hold harmless, NCRS, its officers, agents, employees and the Florida Chapter for any acts or omissions which may result in the theft, damage or destruction of my property or injury to me or to others during or as a consequence of this meet.

Florida Chapter reserves the right to not refund registrations fees for last minute non-emergency cancellations.

More Info: FI Chapter Web Site: www.NCRSFL.org Mission Inn Web site: www.missioninnresort.com

Host Hotel address: Mission Inn -10400 County Rd. 48, Howey in the Hills, FL 34737

HOW TO REPLACE YOUR C4 SEAT TRACK



1: First, locate the spring clip that locks the front of the seat cushion. It is located in the front of the seat frame towards the bottom of the seat. Run your hand down the front of the seat frame to locate it. As a reference, see picture #1 after it is removed. Unsnap it from the seat frame, using a small flat-bladed screwdriver if needed. Once the clip is removed, push down on the back of the bottom cushion and it will pop out.

2: With the seat cushion removed, disconnect the plug with two wires that go to the sport seat controls. If your Corvette is not equipped with sport seats, you can skip this step (see picture #2).

3: Using a 13mm socket wrench, remove the four bolts that hold the seat frame to the seat tracks. Then remove the seat from the car (see picture #4).

4: Now locate and disconnect the plug for the tracks. It will have six wires and is located on the floor underneath the seat track (see picture #3).

5: Again using your 13mm socket, remove the four nuts that hold the seat track to the floor. Once they are off, you can remove the seat track and get ready to install the rebuilt track. Please note that you will have to remove the plastic track covers from the front to gain access to the front two nuts. These are held in with plastic push clips, so use a pair of pliers to pull them out and the covers will slide right off (see picture #5).

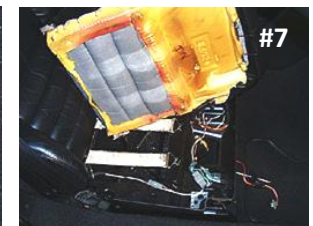
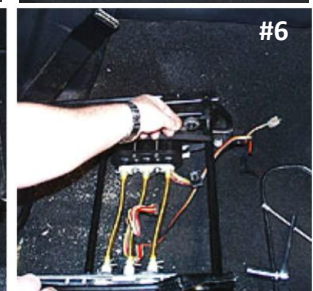
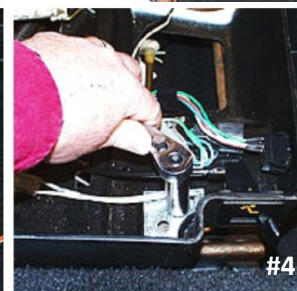
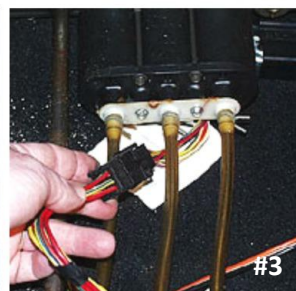
6: Get ready to install your rebuilt track assembly.

7: Place the new track over the studs in the floorboard in the same position as the old track. Bolt the track in place and cut the plastic strap around the track (see picture #6).

8: Now reconnect the six-wire connector to the seat track and replace the plastic covers and their push pins and test for functionality (see picture #7).

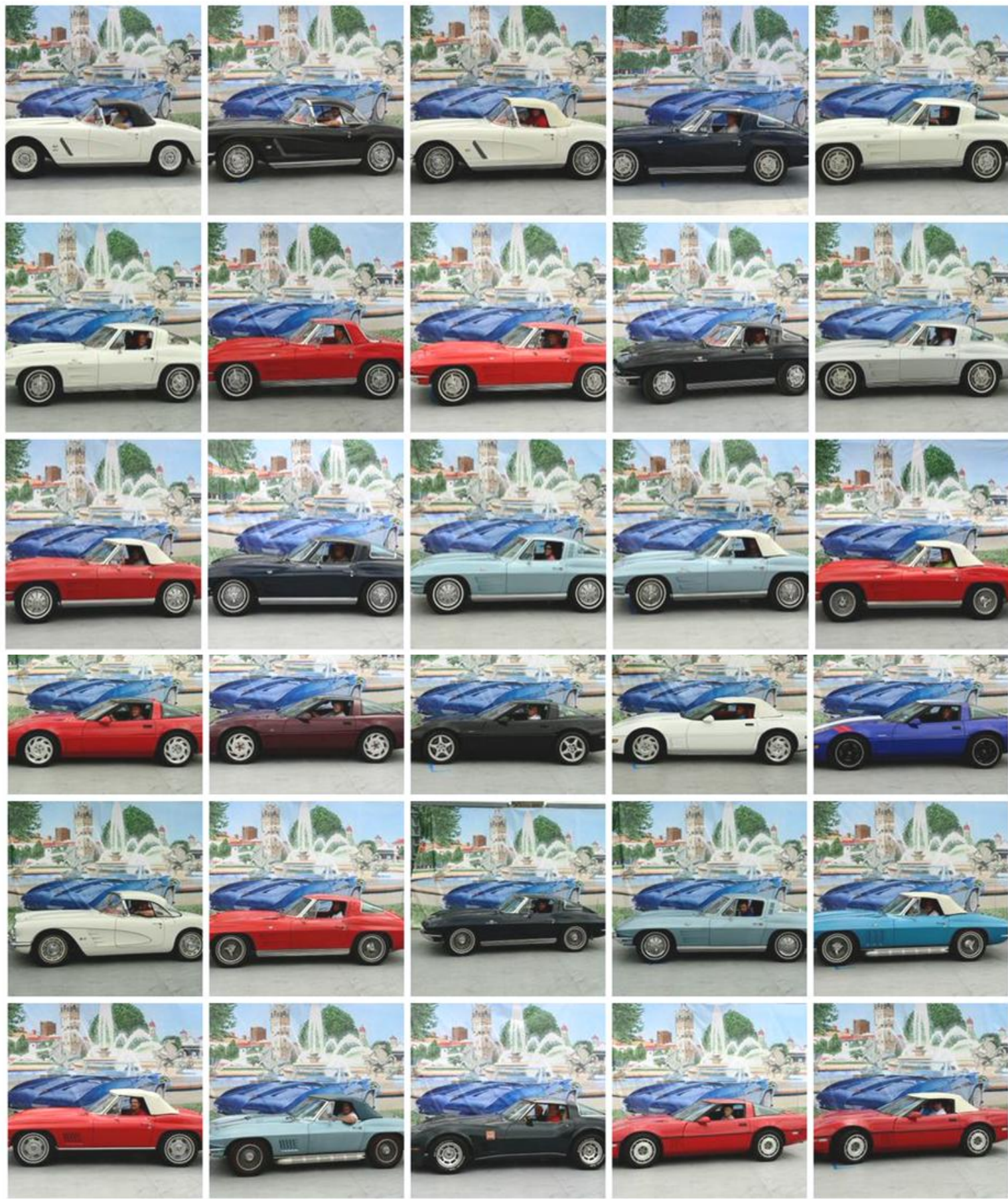
Source:

Posted April 24, 2013 by Zip
Corvette in Corvette Technical Articles



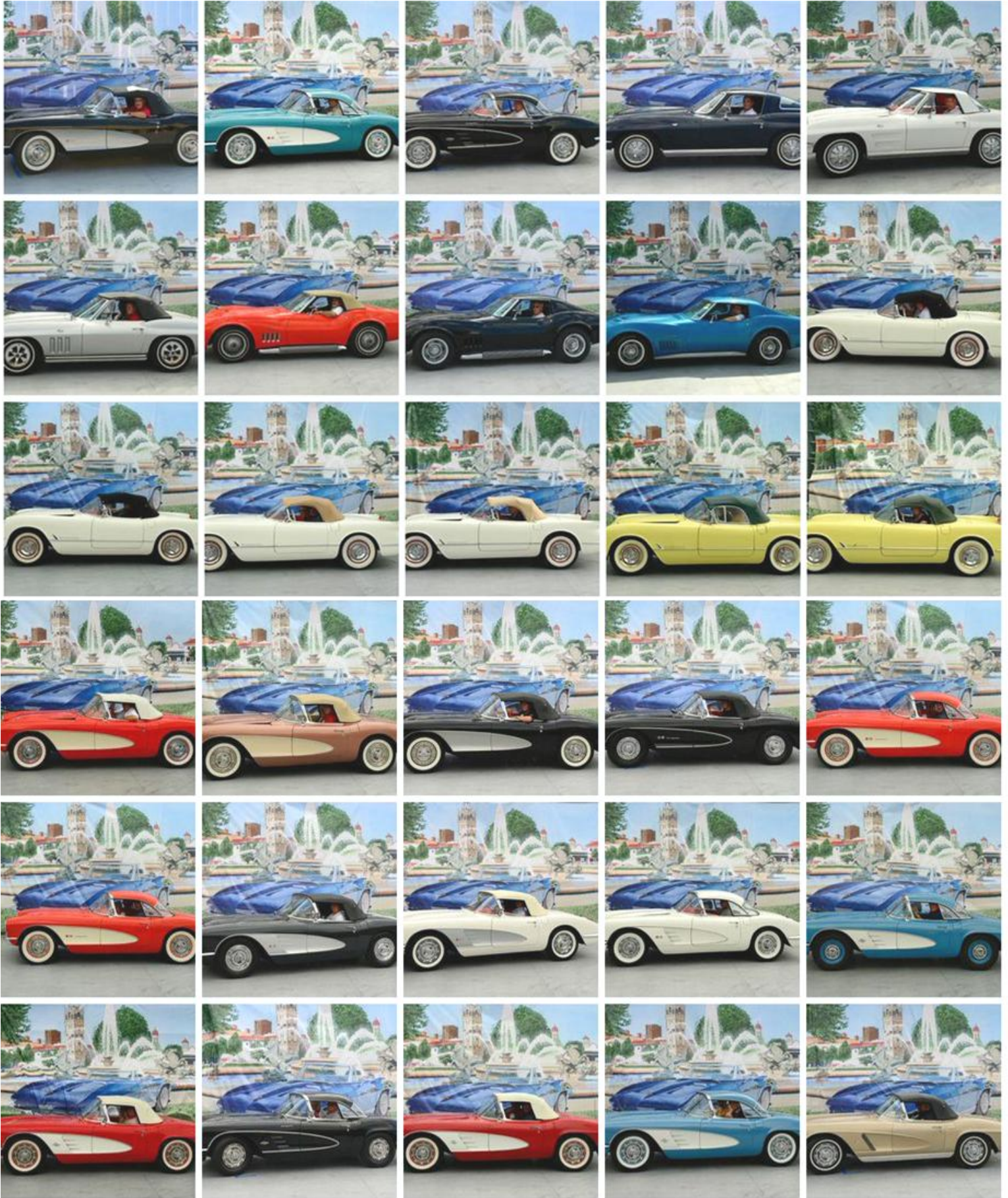
2014 Convention Entry Images

Photos by Brian Schoenfish



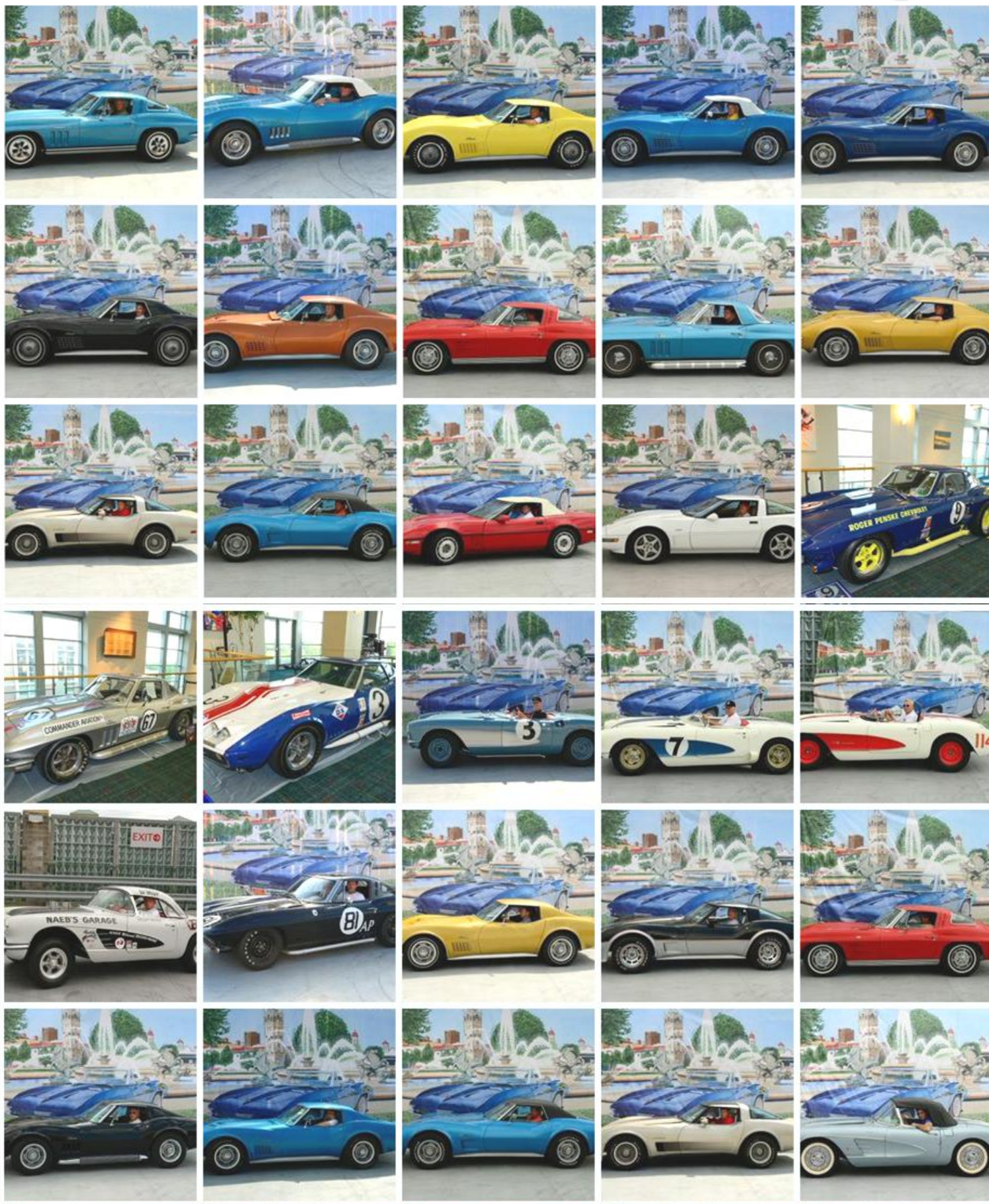
2014 Convention Entry Images

Photos by Brian Schoenfish



2014 Convention Entry Images

Photos by Brian Schoenfish



GLORY

Reported by KEITH CORNETT

Reprinted from December 17, 2007

Three years ago car restorers Bill Connell and Joel Lauman got a lead on a rare 1957 Corvette that was parked inside a barn on a pig farm outside of Trenton, Ohio. The two were familiar with the history of the car and its original owner Bill Howe, a local car dealer who raced the car in 1957. While Connell was convinced that this car was a true airbox Corvette, it wasn't until they were able to make the deal and bring the partially disassembled car back to the shop where upon further inspection it turned out to be the first airbox Corvette produced by Chevrolet.

Before we get into the details of what makes an airbox Corvette so rare, let's go back to 1957 when small town Chevy dealer Bill Howe first got the Corvette. The story goes that Bill and a friend flew from Ohio to the Corvette factory in St. Louis where they picked it up on May 16, 1957. They then drove the car straight through back to Middletown, Ohio. They stopped for a couple of hours of sleep and then they drove through the night to Cumberland, Maryland where they arrived just in time to compete in an amateur SCCA event against some of the best known racers of the day. In the end, Bill Howe and his number "4007" Corvette came in third place.

Fast forward to present time. As Bill and Joel began work on the Corvette, they brought in noted Corvette historian and Chevy V8 fuel-injection expert Ken Kayser who spent two days researching the Corvette, upon which he proclaimed that the 1957 Corvette was indeed an original airbox Corvette and more importantly, was the pilot car from which only 43 were produced.

So what is an airbox Corvette? I had never heard the term before so I posed my question to the Corvette Forum's C1-C2 section where the resident expert on airbox Corvettes "DZAUTO" schooled me on the following:

All fuel injected 57 Vettes have an air cleaner attached directly to the air meter. Fuel injection units do not like heat, and all of the 57 FI engines (except 43) drew in hot air coming directly from the HOT engine compartment. The 43 Fuel Injected cars which were built with an "Airbox" in 1957 had a somewhat crude, practically hand laid up, fiberglass duct work attached to the left inner fender and a hole was cut into the left side of the radiator support to allow air into the duct work. All of these 43 cars were built with heavy duty everything (translate factory built race car), brakes, suspension, special steering, NO radio, NO heater, wide



wheels, tachometer mounted (clamped) on the steering column, fuel injection, HD shocks and that about covers it. Somewhere along the line, the term "Airbox" was tagged to these 43 cars, and it stuck.

Finally, there is a bit of a mystery surrounding the airbox option. For many years the option was known as RPO 579E and in fact The Corvette Black Book shows that 43 Corvettes had the 283 ci FI engine option at an additional cost of \$726.30. However in Ken Kayser's book entitled The History of GM's Ramjet Fuel Injection on the Chevrolet V-8 and its Corvette Racing Pedigree, he states that the real airbox option was actually 579D, an RPO not listed in the Black Book. Corvette Forum's DZAUTO has read Kayser's book and says the author seems to have a pretty convincing argument based on the research of GM's archives on the subject.

Regardless of the airbox option's RPO codes and how many may have been produced, what's worth remembering about this story is the fact that an ultra rare Corvette with a unique racing history was found partially disassembled in a barn and was brought back to life by two guys with a passion for both Corvettes and local automotive history.



Sources:

Middletown Journal
Corvetteforum.com

Editor's Note

Hello everyone, it's good to be back in touch. As most of you know our newsletter goes out quarterly, but if any of you have a need to contact us in between issues, just drop me an e-mail at nieves_1@bellsouth.net. As Ed Augustine mentioned in his message, some of you may not be getting the newsletter because you registered your membership manually and the newsletter is disseminated through the national page, which only e-mails to online registrants.

I took the liberty of posting entry pictures of most of the cars that were at the National Convention. I apologize if I missed any Florida members, but I do the best I can with the information that I get. Speaking of information, I encourage all of you to attend our upcoming Tech Session in Punta Gorda. I hope to be there as well.



I would be remiss if I did not talk about the new venue for our Winter Regional. Quite frankly, I'm excited about the new location. I think it brings a new perspective and I'm always open to change. Having attended my fair share of Old Town events, I prefer indoor judging, instead of the outdoor scene. I think most attendees will be very happy with the overall layout of this new venue. I hope to be there taking pictures and helping in any way.

Well, I took the trip to Kansas trailering my 95 in my enclosed trailer in my new Dodge Ram (diesel) 2500 and it was a great trip. On many occasions, I had to look back and see if the trailer was still attached, because it felt so light. Special thanks to Jack Exter and his daughter for being great friends and co-pilots. Oh, please continue to send me your stories.

Best Regards,
Ed Nieves



Calendar of Events

2014 New England Regional Meet
September 25-28, Marlborough, Mass

2014 Queen City Chapter Meet :
Judging Meet, October 10-11, Ohio

2014 Midway USA Chapter Meet:
September 13, 2014, Wichita, KS

Southeast Chapter Fall Color Tour:
October 17-18, Sevierville, TN

2014 Texas Regional Meet
October 23-25, Frisco, Texas

2014 Arizona Fall Event & School:
November 1, Surprise, AZ

2014 Fall Judging Meet & School:
Louisiana Chapter, November 16
Long Beach, MS

2014 Florida Chapter Fall Meet
November 22-23, Howey Hills, FL



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FORUM TALK ON WINTER REGIONAL NEW VENUE



June 28th, 2014, 10:32 PM



Joe Ray (1011) ◊
Extremely Frequent Poster

Join Date: August 1st, 1976
Posts: 2,324

Re: 2015 Winter Regional Move to Sun & Fun property in Lakeland.

Tyler,

Each time you guys have moved the Florida Meet it has grown and people have liked each situation for several reasons. Mainly the dedication of you Florida Chapter Members has improved the meet and we all support you in your decision this time. We will be there and look forward to the new venue! See you in January! And thanks for the dedication to the members of the NCRS!

JR



Reply Reply With Quote

June 28th, 2014, 10:09 PM

#9



Harry Sadlock (38513) ◊
Extremely Frequent Poster

Join Date: August 1st, 2002
Posts: 1,853

Re: 2015 Winter Regional Move to Sun & Fun property in Lakeland.

I'm gonna miss the Blue Max!

Harry

June 29th, 2014, 12:11 AM

#11



Bob Hoffman (34576) ◊
Very Frequent User

Join Date: August 1st, 2000
Posts: 485

Re: 2015 Winter Regional Move to Sun & Fun property in Lakeland.

Does this mean a move back inside for judged cars?



Reply Reply With Quote

June 29th, 2014, 11:02 AM

#12



Pete Bergmann (47041) ◊
Very Frequent User

Join Date: February 22nd, 2007
Posts: 196

Re: 2015 Winter Regional Move to Sun & Fun property in Lakeland.

Originally Posted by Bob Hoffman (34576) ◊
Does this mean a move back inside for judged cars?

Inside is nice....

June 29th, 2014, 01:12 PM

#18



Tyler Townsley (4814) ◊
Very Frequent User

Join Date: September 1st, 1981
Posts: 231

Re: 2015 Winter Regional Move to Sun & Fun property in Lakeland.

We currently have a 20,000 sq ft hanger under contract. Our Certified Parking Attendant (CPA) Bill Herron is doing the spacing layout. We have had up to 110 cars for judging and there is an adjacent hanger that we can contract for if needed. Another change is secure trailer parking. We will have a preferred trailer parking area adjacent to the hanger for \$25. As you arrive Wed-Thurs your car will go into the hanger and secured there. Cold start checks will be done on Friday, we will open the 4 hanger doors, (this is a hanger and they start airplanes in it), while the starts are being done hopefully this eases the scheduling problems for that check. P's will be parked inside at night.



Reply Reply With Quote

June 29th, 2014, 01:41 PM

#19



Tyler Townsley (4814) ◊
Very Frequent User

Join Date: September 1st, 1981
Posts: 231

Re: 2015 Winter Regional Move to Sun & Fun property in Lakeland.

"I just wonder how much outside people interaction the event will get? I had a vendor spot last two times and sold tons of stuff to Chevy/Vette enthusiasts that came to the event just for the swap meet and see some cool Vettes. Not NCRS people at all."

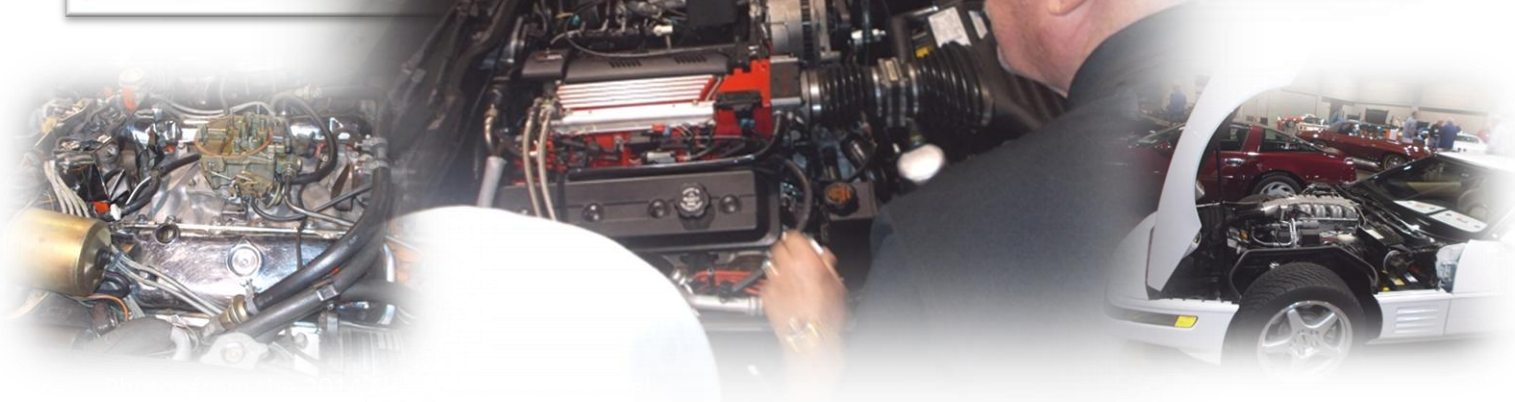
We are working with 2 other corvette oriented clubs to hold a show on Sat. The corvette show that was on the Sun after our show will be moving here on Sat and they brought in 150+ cars, doing it on Sat should double that number. A local NCCC club is interested in doing a sanction event at the same time. We will set aside a corvette only parking area on Sat which is always popular. We are also considering a special parking area for muscle cars/hotrods. The thing is a club must have insurance in order to formally participate in an organized activity on the grounds. The upside potential is really a function of our ability to get our own members to help.

<http://thepandatrap.com/tyler/2015%20connection.jpg>

Tyler

Last edited by Tyler Townsley (4814): June 30th, 2014 at 12:05 AM.

2014 NCRS National Convention



HEATER AND A/C PROGRAMMER

Photos courtesy of author

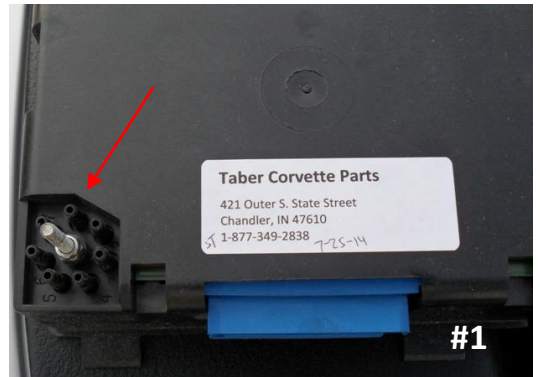
The 1994-1996 C4 Corvettes from time to time develop A/C and heater problems. When the heater is set on the controller, it defaults to the defroster and it blows to the top vents. This is more prevalent on the 1996 models and as a result, many of them fail the performance verification test because of this issue. It is believed that in 1996 GM changed vendors that produced the nipples on the programmers. The vendors made modifications to the interior and placed soft nipples on the programmers, which will eventually collapse and subsequently affect air direction. These nipples are attached to the vacuum hoses. So in short, here's what needs to be done in the event you are like me and are experiencing this problem (see picture #1).

First, have the programmer removed from the car. This part is on the driver side of the firewall above the knee wall (see picture #2). Unless you are a skilled mechanic, I strongly suggest you find a good mechanic to do this for you, because it's not easy to get to this part. Once you get the programmer out, I recommend having it rebuilt. I learned about Taber Corvettes. Sam is the guru who rebuilds them there. The cost is \$375.00 plus shipping.

When you get it back from them, have it placed back into the car and you're good to go. The service manual states that a slight flow of air will come out of the defrost when the controller is set on the heater mode. Twenty percent per fan setting is normal to keep the inside windshield dry. After I had mine rebuilt, it's working perfectly and I'm sure it won't be an issue during my next PV test.

If you live in Florida's West Coast, Chilson's Garage is where I had mine done. The owner, Charles Chilson is a great guy and is very knowledgeable about this issue. His garage is located in Floral City and the number is (352) 726-0692. I was treated very good by Charles and his prices are very reasonable.

Taber's Corvettes, rebuilds Corvette parts and they can be reached at (812) 455-8860, or toll free (877) 349-2838.



In closing, I had to learn about this as a result of failing my PV test in Kissimmee. I'm hoping this article will help anyone who's having this problem and is getting ready to have their car judged. My car is a low mile vehicle, so don't think this only happens to highly used C4s. If anyone has any questions on this issue, drop me an e-mail through the NCRS Technical Forum and I'll be happy to share what little experience I have with this matter.

Best Regards,

Paul Manobianco



Florida Winners



Congratulations to Florida NCRS members.

Left to Right: Gary Haftel, David Vance and Ed Nieves, on their prestigious awards at the 2014 National Convention.

CHASING THE HILL

By Ed Nieves
NCRS #51799

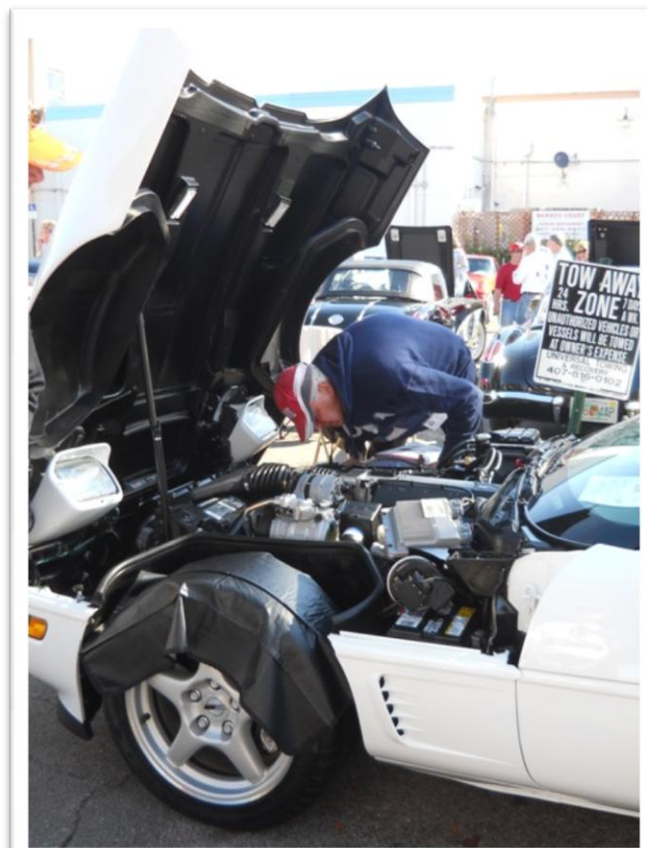
Photos courtesy of author



Since the beginning of my NCRS involvement I had no idea what even a Top Flight Award was, nonetheless what a Hill Mark of Excellence awards was. When I was in the market for a Corvette, I only had a small budget to work with (\$20,000 to \$25,000), so I knew I was either going to get a C3 or a C4. I really like the C3s, but I learned that they were not the most comfortable cars to drive. So naturally, I went on the hunt for a C4. I wanted a sample that would show nicely and contain low miles. Another requirement was that it had to be a convertible (midlife crisis thing) and be white with red guts. After searching for about six months, I discovered one close to Miami. The car was being sold in Ft. Lauderdale, Florida and the dealer was marketing it as a perfect sample. Well, one thing that I did and still know that there is no such thing as a perfect car. After checking out the car, I liked it and struck a deal with the seller. I quickly lowered the top and drove her south to Miami.

After detailing her and attending a few local shows, my friend Jack Exter told me that I should consider entering the car in an NCRS event. Jack gave me all the general information and on or about 2011, I decided to attend the Florida Winter Regional just to observe the process. I basically spent the entire C4 judging day snooping around and just watching what the judges were doing. The whole process just seemed overwhelming at the time and of course, I wouldn't dare ask any questions. After taking notes and buying the C4 1994-96 judging manual, I set out to attempt to get a Top Flight Award. I went over the car slightly and I was very pleased to see that mostly everything was original and pretty much all components worked.

The following year I took the plunge and trailered my car to Kissimmee. After registration it struck me that I was actually doing this. Upon meeting the first set of judges, I was alleviated when I was approached by this tall man named Tom Barr. He took the time to explain the process to me and away we went. The judging process went smooth and I learned a great deal about my car and the NCRS. I was awarded a Top Flight with a net score of 95.8. My wife, my daughter and I attended the banquet and we had a wonderful time. While I was happy to receive my blue ribbon, I was determined to increase my score above a 97% in order to put myself in contention for a Hill Award.



I took on the challenge and started correcting all the items that were easy fixes and some that were not so easy. For example, my car had Sylvania glass headlights and it called for Wagner plastic headlights. Also, the antenna was not rising to the last phase. Through sheer perseverance and educating myself, I corrected all my deficiencies and headed back to Kissimmee. This time around I was much more confident and the C4 judges clearly saw where I corrected all the items they advised me of. Especially Glorie, she's got a memory like an elephant (good people).

When it was over, I was thrilled to received my second Top Flight with a raw score of 98.1. I had made up more than 120 points. Well, now that I overcame the 97% issue, guess what was between me and the Hill Award...yep, it was that dreaded PV test. The more I researched this PV process, the less I wanted to do it. Finally, I went for broke and registered for my PV at the 2014 Winter Regional in Kissimmee. I took the time to ensure that I checked EVERYTHING over and over, and over. The day of my PV test was very cold in Orlando, but thank God that I passed. Tom Barr was a true gentleman and trust me, he does a very fair and thorough job during this process.

Now I had my sights on the Hill Award and I was just too close to quit. Yes, I was finally at a point where I never imagined I would get to. This was the ultimate NCRS concours award and I was determined to attend the Nationals in Kansas. I started my preparation and trailered the car from Miami to Kansas. Thankfully, operations judging went very smooth and flight judging was awesome. I just sat back and allowed the judges to do their thing. As the judging was coming to an end, I was happy to see that I finally captured and took the Hill. I continued to improve my score from my last outing in Kissimmee and ended up with a 98.9.

I am very proud to join the ranks of other C4s that have achieved this objective. Reportedly, there are only 23 Hill Award winners in the NCRS world. I will continue to be involved with my car and participate in events that are feasible. Having accomplished what I did in a short period of time without no major setbacks is a true blessing. If there's any advise I can give to someone who's chasing the Hill, is to stay positive, do your research and surround yourself with people who have been there. The NCRS has great members that are always willing to help as long as you are willing to learn and of course, carry your own weight.

In closing, there are a few individuals that I wish to thank for their help and encouragement: Jerry Perez, Jack Exter, Tom Barr, Joel Stieglitz and of course, my wife Margie. I guess now, I'm over the Hill! 😄



END RESULT

37th Annual Florida Chapter Sun N Fun Regional Meet, Lakeland, Florida

SCHEDULE OF EVENTS (subject to change)



Wednesday, January 21, 2015

12:00 P.M. to 5:00P.M. Vendor Set Up (Vendor building Sun N Fun Rd entrance)

Security begins at 6:00PM

Thursday, January 22, 2015

7:30AM- 6:00PM Swap meet opens, NCRS registration opens
8:30 AM- 4:00PM Show cars & performance verification car check in (Judging Hangar)
8:30 AM- 5:00P.M. Performance Verification by appointment made with the appropriate team leader.
4:00 PM Judging School – 1pt. Meeting Hall-**Pre register only**
5:00 PM **All show cars must be checked in /placed in hangar show area**
Operations check is conducted Fri. or Sat. during judging. Once cars are in place they must remain on show field until release time on Saturday approx. 4:00 P.M.
Sportsman cars can be removed at end of judging each day if it is your primary transportation only.
6:00 PM Swap Meet and car display in hangar closes.
6:30-7:30 PM Opening reception (food pavilion) **Must be registered to participate**
7:30 PM Literature Swap after reception

Friday, January 23, 2015

7:30 AM- 6:00PM Swap Meet opens / Registration opens (Registration building)
7:30 AM Owners meeting on show field (Judging hangar)
7:00 to 8:00AM Judges Breakfast / Meeting (TBA) on site fly in pavilion
8:00 AM to 4:00PM Flight Judging (53-55, 58-60, 63- 64, 66, 67BB, 68-69, 73-82, 84-89)
9:30 to 11:30A.M. 1:00 to 3:30P.M. **Advanced Judging Seminar-attendance by pre-registration only**
(Location- show field) 60 maximum

Saturday, January 24, 2015

7:30 AM Swap Meet opens / Registration opens (Registration area)
7:30 AM Owners meeting on show field (Judging hangar)
7:00 to 8:00AM Judges Breakfast / Meeting (TBA) on site fly in food pavilion
8:00 AM to 3:00PM Flight Judging (56-57, 61-62, 65, 67SB, 70-72, 90-96)
9:30 to 11:30A.M. 1:00 to 3:30P.M. **Advanced Judging Seminar-attendance by pre-registration only**
(Location- show field –meeting room)
Approx 5:00 PM All cars may vacate show field , Security in show field hangar until Sunday AM.
6:30PM Restoration banquet cocktails- location TBA
7:00 to 10:00 PM Awards banquet –location TBA (pre registered guests only)

Sunday, January 25, 2015

7:00 to 10:00AM Security ends all areas-all cars removed from hangar.

Registration is in this Driveline and on line registration both will begin 10/1/11. Preferred registration is the on line method for non vendor registrations. Contact NCRS Helpdesk for entry problems. Florida Chapter web site will have current information posted. www.NCRSFL.org

General Information: Per NCRS guidelines non registered members attending the meet can be asked to vacate the NCRS activity areas so please wear your name badge at all times. This badge allows you to enter the show car field and other NCRS functions. Vendors will have windshield stickers to get into the assigned gate. No camping or alcoholic beverages except at designated functions or areas. Security will be provided only at Sun N Fun location starting 1/22/2015. Each participant is ultimately responsible for insuring their vehicles and property. The swap meet will be off limits to everyone from 8:00 PM to 6:00AM. Anyone requiring special health related needs must make arrangements prior to registration cutoff and if you use a handicap sticker you must have proof of ownership. Handicap parking and rest rooms available and Cart usage is permitted for disabled guests.

[Click Here to Register Online](#)

37th Annual Florida Chapter NCRS Regional Meet at "Sun N Fun"

January 21-24th, 2015 - Lakeland, Florida

Preferred method to register is the NCRS on line system to insure accuracy and timely recording of judging results, judging selection and judging points. Incomplete on line registrations must be timely corrected or will be dropped. Contact Helpdesk for computer entry problems. Registrations postmarked prior to 10/01/2014 or incomplete forms will not be processed and will be returned to the sender.

Official Registration Form: Note: You must be a current NCRS member to participate in this meet.

Name: _____ Spouse/guest: _____ NCRS# _____
Address: _____ City/State/Zip: _____
Home Tel: _____ Work Tel: _____ Fax# _____ Email: _____

Participant Registration: Pre-registration at event
Family Package @ \$70.00 \$95.00 (2 adult & Children) \$ _____
Guest Package @ \$15.00 \$25.00 (guest of member) \$ _____
Saturday Awards Banquet @ \$56.00 per person (register now or never for banquet) \$ _____

Vendor Spaces (Must pay registration fee above.) Manual registration by mail only for vendors.

15X15 \$45 ea., 10x20 \$65 ea., 15x30 \$85 ea. # _____ Size _____ \$ _____

For sale corral: Corral space may be purchased at meet on a first come basis. \$ _____

Regional Judging Entry - 8 car class limits apply - Pre-registration required, Register on line if possible.

Flight Judging I am also a Bowtie candidate (Yes / No) _____ @ \$75.00 \$ _____
Performance Verification (proof of 3rd flight or higher required w/this registration) @ \$75.00 \$ _____
PV cars must have current registration & tag to operate legally on road course.
Sportsman (evening removal from show field if needed, car must be driven to event, must be a member of a NCRS chapter) @ \$20.00 \$ _____

Display on show field: Duntov _____ McClellan _____ Bowtie _____ American Heritage _____ Founders Op Check _____ \$ _____ N/C _____

Other special display on show field _____ space permitting @ \$20.00 \$ _____

Car Info: Model Yr _____ Complete VIN # _____
Coupe _____ / Conv _____ Ext Color _____ Int Color _____ Int Fabric: Standard _____ / Leather _____ HP _____
'63-'96 Per Trim Tag/Service ID Label: Paint Code: _____ Trim Code _____ Build Date _____ Body Number ('63-'67) _____
Insurance Co _____ Policy # _____ Exp Date _____

Proof of insurance must be provided with registration, verification will be performed before judging at the meet.

Mail out fee for unclaimed awards @ \$56.00ea. \$ _____

Secure Trailer parking - begins Wednesday (21st) 12:00PM to Sunday(25th)

\$50.00 ea.- Single Car Trailer fee- Double Trailer Fee \$75.00 \$ _____

Judging Teams: (Note: judging teams will be selected by National Team Leaders based upon registrations received by December 20, 2014)

I would like to be considered for judging team - indicate only one 1st & one 2nd choice (1 and 2) Judging level: _____ T-shirt size: _____
53-55 _____ 56-57 _____ 58-60 _____ 61-62 _____ 63-64 _____ 65 _____ 66 _____ 67SB _____ 67BB _____ 68-69 _____ 70-72 _____
73-82 _____ 84-89 _____ 90-96 _____ Tab: Fri: _____ Sat: _____ Note: Divisions tentative, final divisions/judging day will be based upon

Flight Judging entries. Check if needed: _____ please see reverse side for second judge candidate information

Advanced Judging Seminar: Fri _____ Sat _____ (only one please) **Limited space, by pre-registration only**

Judging School- Thursday 1 hour session _____ 2nd session Reserved for First timers only _____

Event Merchandise:

6 color event t-shirt @ \$17.00 size _____ \$ _____
6 color event sweat shirt @ \$22.00 size _____ \$ _____
6 color child shirt @ \$11.00 size _____ \$ _____
Premium Polo @ \$32.00 size _____ \$ _____
Embroidered golf cap @ \$13.00 \$ _____

NCRS Membership: National dues @ \$46.00 USA (new members only) Florida Chapter dues \$10.00 \$ _____

Per NCRS Guidelines: non registered members attending the meet can be asked to vacate NCRS activity areas. Please wear your badge!!

If everyone pays a little through registration: NCRS activities stays affordable for all.

Make checks payable to: Florida Chapter NCRS, Inc.

Total enclosed \$ _____

Mail to: Tyler Townsley, P.O. Box 208, Nichols, FL 33863 Email: ttownsley@sprynet.com 863-428-1410 registration questions

Deadline postmark 1/7/2015 After 1/7/2015 you may only register on-site at event; a late registration fee will be charged.

No car/judging entries accepted after Jan. 7, 2015. Phone, email, etc. will not reserve a car judging entry space.

Cancellations: Meet and/or Judging Registration cancellations must be received in writing on or before January 7, 2015 and will be subject to a \$25.00 service charge. There will be no refunds for cancellations received after January 7th, 2015 unless documented family emergency.

Hold harmless agreement: I agree to provide insurance on my vehicles and property against loss, damage and liability and to provide proof of insurance to NCRS. I agree to assume all risk of any damage and injury and to indemnify and hold harmless NCRS, its officers, agents, employees and chapter for any acts or omissions which may result in theft, damage or destruction of my property or injury to me or to others during or as a consequence of this meet. **Current proof of insurance must be presented.**

Signature _____ Date _____
Insurance Company _____ Policy # _____ Exp. Date _____

Event Chairman: Ed Augustine: e-mail: Ncrsfl1@outlook.com (identify Winter Regional in subject line)

Judging: Joel Stieglitz: e-mail: Joelstieglitz@hotmail.com Co judge chair: Lauren Ramsey email: cramsey@cfl.rr.com

Check the Florida Chapter web site - NCRSFL.ORG for further info & directory ONLINE NCRS Registration is suggested.

Anyone requiring special accommodations for disability related items must contact us to be sure we can accommodate. Handicap parking and rest rooms are provided.

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